

HARRIMAN CENTRAL BOARD

DIRECTORS RETIRE WHO DATE FROM THE COMMODORE'S DAY.

Senator Depew Remains Chairman, but Mr. Harriman Is Said to Covet That Post—Once the Vanderbilt Rejected a Transcontinental Project of His.

E. H. Harriman went into the New York Central board yesterday with W. C. Brown, the new president, directors Samuel F. Barger and C. C. Clarke retiring. The new men replace men who have long been intimately associated with the Vanderbilt and whose experience goes back to the time of the Commodore.

Mr. Barger was the dean of the New York Central board. He was chosen a director in 1869. He was an intimate friend of Commodore Vanderbilt and of his son William H. While Mr. Barger was the oldest in point of service on the Central board, Mr. Clarke is his senior in years. Mr. Clarke entered the finance department of the road in the days of the Commodore, even before the Central had acquired the Hudson River road, and in the course of time became treasurer. On his election as treasurer he was made a director. From the standpoint of length of service with the road Mr. Clarke had no equal in any department.

The former president, William H. Newman, was retained on the board and on the boards of several of the Central's subsidiary companies whose meetings were held yesterday. At each of these meetings Mr. Brown was made president and a director, but some other director than Mr. Newman resigned in order to make place for Mr. Brown. The most important of these resignations was that of Alexander McDonald, one of the original Standard Oil party, from the "Big Four."

Senator Depew remains as chairman of the New York Central board, as chairman of the boards of all the important subsidiaries and as chairman of the board of the allied lines. It has been reported that he would be superseded in these posts, but nothing yesterday bore out this prediction. One of his associates said that while the Senator was willing to retire he would not retire of his own volition, nor would his associates on the board permit him to retire until the Central board becomes a thoroughly harmonized body with no idea but common effort.

"For years there has been discussion on the board," this man said. "The Lake Shore men and the Central men and the Erie men and the Michigan Central men have been showing the directors how this man or that could improve the management of the property. Sometimes the board has listened to one group or the other, but the Lake Shore people have been most persuasive and have won out on the majority of occasions. No one but a born diplomatist could have brought the factions together into even a semblance of harmony, and this the Senator has done. He knows the personal and he knows the resources and needs of the system, and it would be folly to dispense with his services. I do not think that the idea has ever been seriously considered by the men who have control of the lines."

The idea that Mr. Harriman is to become chairman of the board nevertheless remains in many quarters in which there is little doubt that this is Mr. Harriman's intention. According to some of his friends he has never forgiven a rebuff which the Vanderbilts administered to him in the early years of his control of the Union Pacific. When Mr. Harriman and his associates took over the Union Pacific from the Government in 1893 Mr. Harriman was considered to be only an insignificant member of the syndicate, the others were such men as the Vanderbilts, the Goulds, the Amesos of Boston, the Lows and other fairly well known financiers. It was Mr. Harriman's design to sell the Union Pacific to the Vanderbilts, who then, who controlled the Chicago and North-western. The great idea was to perfect the best transcontinental line, and up to the present there has never been suggested a transcontinental line stronger in both resources and directorship than the line Mr. Harriman projected at that time.

The Vanderbilts then, as now, were not enthusiastic for the extension of their system and rejected Mr. Harriman's offer. But some of Mr. Harriman's friends described as the most critical period in his career followed. He had thought and had even convinced himself that the Vanderbilts would not refuse the proposition which he laid before them. When they did so he was thrown back upon his own resources to carry out the plans he had formulated for the Union Pacific and to secure the financing that was requisite for the completion of these plans.

Mr. Harriman now enters the Central board under different auspices. He does not come there, as one of his banking associates said yesterday, as a man with new plans or as a man desiring simply the honor of election to the Central board. He comes there as the representative of \$100,000,000 of stock owned by the Union Pacific and much more in the hands of himself and his associates, and has a right to be heard in all matters affecting the road.

Richmond, Va., Jan. 27.—E. H. Harriman spent twenty minutes in Richmond today his private car to-day on his way to New York. He has been South to recuperate. He says he is not sick, however, and that he is ready to get back into harness as soon as he gets to New York.

Mr. Harriman, it has been reported that, after his election as a member of the board of directors of the New York Central Railroad fortends the passing of the Vanderbilts in the affairs of that road and that in future you will be in control. Mr. Harriman was asked as soon as his car stopped in the yard, "Who told you that?" was the answer.

"It's a fact, then, that you do control the New York Central," said the interrogator.

"I am not discussing anything to-night."

GRAT REAL SPRING WATER.

"Is Purty has made it famous,"—Ad.

and I want to get back to New York

undisturbed," said Mr. Harriman.

"But you know that interest attaches to your election to this directorate and an expression of opinion from you would be most acceptable," was the next suggestion.

"I am not going to discuss the Vanderbilts, the New York Central nor anything else. I have been South for my health. True, I have looked over a few roads, but I have been attending to my business. I was over the Central of Georgia, but I simply made suggestions. So far as the New York Central is concerned I can say this: I was elected to the board of directors. I am going to serve in that capacity and look after my interests. The Vanderbilts and the anybody else can look after theirs. I won't talk about my control. That's my business, and I am not in the talking business to-night."

"Does your election mean that you are going to take active charge of the workings of the road?" he was asked.

"It seems that you want to be lawyer, Court and everything else. Haven't I told you that I won't talk?" Mr. Harriman said with a smile. "Isn't it enough that I am a director? I am certainly not responsible for the manner in which the Vanderbilts look after their interests. I am looking after my own."

AN OFFICE FOR LOEB.

Probability That He May Be Appointed Assistant Treasurer at New York.

WASHINGTON, Jan. 27.—There is a strong probability that William Loeb, Jr., for the last six years secretary to the President, will be appointed to an office in the Taft administration. Mr. Loeb has lately been considered in connection with the office of Collector of Customs at the port of New York and also as the next postmaster at New York. The latest suggestion, however, is that he will be appointed Assistant Treasurer of the United States at New York.

Since it became fairly well settled that the nomination of George S. Terry to be Assistant Treasurer will be withdrawn from the Senate by the President on account of opposition to his appointment it seems highly probable that Mr. Loeb will be named for the office.

MISS BARBEE'S FORTUNE.

13,000 Shares of Stock Worth on the Average Less Than 1 Cent a Share.

Only \$29 was realized on 13,000 shares of mining stock found among the effects of Louise Barbree, a French maid formerly employed in the family of Judge Brady in Flushing, L. I. Miss Barbree died some time ago.

During her lifetime Miss Barbree repeatedly made mysterious references to her wealth, which was to be made known after her death. She was very fond of cats and she frequently said that she intended leaving enough to endow a home for homeless cats, so that at the time of her death friends and acquaintances alike were interested in the hunt for her hidden wealth. As she left no known heirs John T. Robinson, Public Administrator for Queens county, made an inspection of eight large trunks belonging to Miss Barbree. They were found to contain quantities of old fashioned finery, and carefully hidden among the stuff were the mining certificates, which were taken out by the Public Administrator. The certificates were got up in fine style and showed the mines to be located in Wyoming, Colorado, Arizona and South Dakota.

According to the report filed yesterday with Surrogate Daniel Noble of Queens county, out of the entire batch Mr. Robinson found only forty shares that possessed any value at all and these shares he sold for \$29. From all accounts Miss Barbree believed the stocks all good and had the satisfaction during many years of thinking that she was possessed of great wealth.

AUTO PASSENGER SENTENCED.

Was Not Driving Car, but Goes to Jail for a Year for Fatal Accident.

MINNEOLA, L. I., Jan. 27.—In the County Court here to-day Judge Edgar Jackson sentenced Henry Benedict to one year in the county jail after he had pleaded guilty to a charge of manslaughter in the second degree for having been instrumental in the death of Joseph X. Arosmena, a glove importer of New Rochelle, who was run down in his automobile with his wife and two daughters when they were run into by a heavy car in which Benedict, Eddie and Willie Dugan, the jockeys, and Mrs. Dugan were riding.

The accident happened last summer. Mr. Arosmena was thrown out and killed and his wife and two children were badly injured. Benedict was also injured and was in the Nassau Hospital for some time. Before Benedict left the hospital he was placed under bonds by Judge Gittens and indicted for manslaughter by the Grand Jury. Benedict was not driving the car at the time of the accident.

Judge Jackson told Benedict when sentencing him that he was sorry that he had to make him suffer for the sins of others, but that hereafter whenever any one came before him for any accidents resulting from reckless speeding they would receive the full penalty of the law, whoever they might be.

New Downtown Skyscraper.

The Bryant Building, a seven story office structure at Nassau and Liberty streets, was sold yesterday to a syndicate of St. Louis capitalists who will put up a thirty story skyscraper on the site. Plans for the new building have been drawn by Henry Ives Cobb, architect. The C. L. Gray Construction Company, 100 of putting up the steel work. John N. Golding was the broker in the transaction. The selling price was about \$1,250,000.

DEWEY'S CLARETS AND OLD BURGUNDY

Taken with the meat cherries the blood of H. Dewey & Sons Co., 139 Fulton St., New York.

NEW HUDSON TUBE OPENED

ONE OF THE SOUTHERN PAIR BLASTED THROUGH OFFICIALLY

Its Mate Completed Within Sixty Days and Trains Running by July 1, It Is Announced—The Exploring Party Tries Compressed Air Without Injury.

Standing with a little party of guests and workmen under the Hudson River beneath the south side of Pier 13 at Cortlandt street Chief Engineer Charles M. Jacobs at 3:27 o'clock yesterday afternoon cleared the charge of dynamite which cleared the south tube from Jersey City to the Hudson Terminal Buildings. Within six days the Hudson and Manhattan Railroad Company expects to have the north tunnel of the southern pair completed, and by July 1 it is announced that trains will be running.

The chief and deputy chief engineers, with their escort, left the Terminal Buildings at 2 o'clock and went to Jersey City by the ferry. Entering the tunnel just north of the Pennsylvania train sheds at Jersey City the party, dressed in rubber coats and hats, walked 4,500 feet toward Manhattan to the compressed air locks near the obstruction which still remained. Dr. A. J. Loomis, the physician of the company, examined every one at this point to make sure that the time spent in twenty-five pounds of air pressure would not have a bad effect. No one was debarron on account of heart weakness and the air lock was entered.

The chief engineer explained that there was no danger when going into compressed air, and he opened it up to the twenty-five pound mark at once. Later, precautions were taken to insure a safe exit from the heavy air zone.

A great steel shield had been erected to protect those on the west side of the explosion and to direct all the force of the shock against the wall of rock four feet thick. Even then the air waves re-echoing from the discharge knocked off every hat in the compartment and turned one young man completely around in his seat. When the smoke had cleared there appeared a gap through which could be seen the little crowd of officials who had come from the Manhattan end.

The chief engineer and his followers scrambled through the opening and there in the dust and smoke there was a great deal of handshaking and congratulating. The workmen cheered the bosses and the bosses thanked the workmen and altogether it was a very jubilant occasion.

The trip back to normal atmosphere was made in easy stages, allowing frequent rests at the different degrees of pressure. Every one came out without injury. In fact, it was commented upon yesterday that there had not been a single fatality in the work in these tunnels since it was begun in March, 1905.

W. G. McAdoo, president of the Hudson and Manhattan Railroad Company, was out of town yesterday. The vice-president, Wilbur C. Fisk, was on hand, as were Walter G. Oakman, president of the Hudson Companies; Charles W. King, secretary of the tunnel company; Col. J. H. Wells of the firm of architects, Clinton & Russell, who designed the Hudson Terminal Buildings; Pliny Fisk of Harvey Fisk & Sons, who financed the tunnels, and W. T. Kaufman, G. D. Snyder and W. H. Marshall, directors and stockholders.

The fact that 390 feet of the tunnel had to be blasted through solid rock, which was done in thirty working days, was not the only tribute to the rapid completion of the tube, if the story which some of the officers told yesterday may be credited. It seems that a fortnight ago the deputy chief engineer, J. V. Davies, made a wager with his chief, Mr. Jacobs, that the final blasting would be done before February 1. The next day Mr. Davies went to the working superintendent at the Jersey City side and asked him to rush things along a little, offering a bet of \$100 on the proceeds of the bet.

The following day Mr. Jacobs sought out the same man and told him it really didn't make any serious difference whether the work was finished on January 31 or February 1. "In fact," he is quoted as saying, "let's not hurry too much. Make it the first." As an extra inducement the chief also held out a commission on the wager. The superintendent decided to carry out his original intention. And so the tunnel was opened yesterday.

AGUST BELMONT OPERATED.

For Interval Appendicitis—Is in No Danger Whatever.

August Belmont was operated on yesterday for what his surgeon, Dr. W. B. Coley of 5 Park avenue, called "interval appendicitis." The operation was performed in the General Memorial Hospital, at 16th street and Central Park West.

Assisting Dr. Coley in the operation were Dr. William M. Polk of 7 East Thirty-sixth street, Mr. Belmont's personal physician, and Dr. William Downes of the hospital staff. The operation took from an hour to an hour and a half.

At the end of Mr. Belmont was removed to a private room in the hospital, where he will stay for two or three weeks. It was said that he is in no danger whatever.

Dr. Coley said yesterday that Mr. Belmont had been planning for several weeks to undergo the operation. At Mr. Belmont's offices, 23 Nassau street, it was said that Mr. Belmont had been at his office up to Tuesday evening and that he was now keeping in touch with his affairs by telephone.

Yesterday's operation has nothing to do with that which was performed upon Mr. Belmont three years ago, according to Dr. Coley. At that time Mr. Belmont was operated upon at the General Memorial Hospital for hernia.

Make Checkers and Dominoes Gambling Games.

NEW ORLEANS, Jan. 27.—The movement against gambling in the South has reached its acme in Estherwood, La., where the anti-gambling ordinance has been amended to include checkers and dominoes among the prohibited games of chance.

ONLY COMPLETE FLORIDA TRAIN

carrying both coal and observation car is SEALED FLORIDA LTD. Colquhoun train to St. Augustine, with through cars to Palm Beach, Miami, Knight Key. Jan. 118 5 way.—Ad.

CARUSO'S WIFE HERE AGAIN?

Story of an Attempt by Her to Get at the Singer at His Hotel.

The Hotel Knickerbocker was not communicative last night about a report sent to the newspapers that Enrico Caruso's wife had arrived from the other side, come to the hotel, demanded to see the tenor, who lives there, and had finally been turned away after a lively little time. Caruso was absent when the ladies were made and they would not disturb him.

Caruso is married, according to the books, and Mme. Caruso accompanied him on his first two trips here. When the trouble the tenor had in Central Park arose it was reported that there was a breach between the tenor and his wife, but she denied it and said that she was going to stand by him. Last August a cable was received here stating that Caruso's wife, Mme. Giulia Giachetti, the singer, had left him. Caruso was then singing in London. When asked about the matter the tenor said that he did not know whether it was true or not, but that he had told his wife that she fell below his standard and that she could do as she pleased or go where she pleased.

When he left here last summer and prior to his London engagement it was said that he was going to Italy to bring his wife back to him again, but a short time afterward Caruso turned up in Paris alone and then went to Tunis with a party of friends, but so far as is known he never tried to see Mme. Giachetti.

FEDERAL CLERK WEDS A PRINCE

Transferred to Philippines, She Meets the Prince in an Accident in China.

WASHINGTON, Jan. 27.—Several months ago Miss Georgia Jeffrey, a clerk in the office of auditor for the Post Office Department, requested that she be transferred to the Philippine service. Her request was granted and she was ordered to Manila, the bureau of insular affairs of the War Department providing the necessary transportation from Washington to the Philippines.

Miss Jeffrey to-day sent a letter to the insular bureau enclosing a check for \$130 to cover the expense to which she had put the Government in making the transfer. Accompanying her letter was clipping from a Chinese newspaper reading as follows:

Marriage.—On December 18, 1908, at Christ Church of England, Canton, his Imperial Majesty's Adjutant, Prince Alfred Albrecht-Gazarin, to Miss Georgia Jeffrey of Washington, D. C. U. S. A.

Miss Jeffrey met the Russian Prince in an accident in Hankow, China. Her husband was struck by the Prince's carriage and she was thrown out, receiving several cuts about the head and other bruises. After waiting the Orient they will live in St. Petersburg.

COMPERS HIGHLY HONORED.

North Carolina Senate Inductively Addressed to Commemorate Birthday.

Raleigh, N. C., Jan. 27.—The State Senate this afternoon adjourned in honor of the fifty-ninth anniversary of the birth of Samuel Compers, president of the American Federation of Labor.

While a lot of unimportant local bills were being reeled off from the calendar and many Senators were paying no attention to what was going on a resolution which had been sent up by Senator Dockery of Rockingham at the request of the officers of the labor unions of Raleigh was read and went through with the same despatch as the little bills which had preceded it.

Some few Senators who caught the purport of the resolution voted "No," but the Chair declared it adopted.

Some expressed disgust when they realized what had been done, while others approved the unprecedented action of so honoring a man still living and who is not admired by all in this region.

NOT GOING TO SLAUGHTER.

President's Visit to Africa a Sightseeing Trip, He Says.

Boston, Jan. 27.—President Roosevelt has replied to the Band of Mercy movement, which has reached New England, asking him to abandon his trip to Africa by saying that he is not going to Africa to hunt big game. In a letter made public in Boston to-day a friend of the President's complained of this movement as "Roosevelt baiting" and says: "In speaking with the President the other day he said to me 'I am not going to Africa simply to slaughter wild animals. I am not great hunter anyway. There are a thousand things in Africa of interest and I want to see them all.'"

The movement originated in Fort Worth, Tex., and has spread all over the country with more or less enthusiasm. In Nashua, N. H., Caroline C. Mercer, a teacher in the Mount Pleasant school, joined in the movement and the school children aided her in the work of securing signatures, mostly children, to the great petition which it is planned will be presented to President Roosevelt with the signatures of children in all parts of the United States. The petition asks the President to abandon his African hunting trip on the ground that hunting is wrong and cruel.

Gov. Hughes to Lecture at Yale.

NEW HAVEN, Jan. 27.—It was announced to-night that Gov. Hughes of New York would deliver the Dodge lectures on the responsibilities of citizenship next year. Ambassador James Bryce delivered these lectures last fall, and among the other Dodge lecturers have been President-elect Taft, the late Bishop Potter and Elihu Root.

Alligator Steak Dinner for Taft.

NEW ORLEANS, Jan. 27.—Determined that Louisiana shall not be behind Georgia, which gave President-elect Taft a possum dinner, Secretary M. B. Trezevant of the Progressive Union has advanced a plan to give the visitor an alligator steak dinner in New Orleans on the occasion of his visit here.

Order Removing Droege Made.

The formal order of the Appellate Division removing Magistrate Otto H. Droege from the bench was handed down yesterday. It was signed by Justice Ingraham and represented the unanimous opinion of the Justices of the Appellate Division.

Hatpin Length Limited by Law.

SALEM, Ore., Jan. 27.—A bill prohibiting the wearing of hatpins in excess of ten inches was passed to-day by the State Legislature.

ROYAL RADIUM INSTITUTE

FRIEND OF KING EDWARD GIVES DONATION TO START IT.

Experimental and Curative Work Contemplated—Sir Frederick Treves at the Head—Effort Will Be Made to Get Radium From Cornish Pitsblende.

Special Cable Dispatch to THE SUN.

LONDON, Jan. 27.—A charter will shortly be granted establishing the Royal Radium Institute. The institute will carry on research work and will also have a medical department eventually for the treatment of cases to which experiment has shown the radium cure is applicable.

The foundation of the institute, in which King Edward has taken the greatest personal interest, has been made possible by a handsome donation from Ernest Cassel, who is an intimate friend of the King. Its work will probably be carried on with the help of the Imperial Cancer Research Fund.

The new institute's council will include Sir Frederick Treves, M. D., surgeon-physician to the King; Sir William Ramsay, M. D.; and Joseph John Thomson, professor of physics at the Royal Institution.

The scarcity of radium and the extreme difficulty of obtaining it since Austria forbade its exportation have led to the formation of a private syndicate here for the purpose of exploiting the pitchblende deposits in the Trenzwith copper mine in Cornwall. Hopes are entertained of producing radium therefrom as a commercial commodity, enabling scientists and physicians to become independent of foreign supplies.

Before the discovery of radium the pitchblende from the Trenzwith mine was thrown away after the copper and uranium had been extracted. The residues are being collected now and radium seeking will begin forthwith. The mine belongs to a company in which some South African mining concerns are interested, and \$200,000 capital has already been found for the new enterprise, for which public subscriptions will not be asked.

Physicians here wishing to experiment with radium are mainly dependent on tubes of the material, which they hire from three or four wholesale druggists at a fixed tariff. It is estimated that the efficacy of the radium in these tubes will endure for at least 30,000 years.

SENECA KEEPS BUSY.

Fresh From the Rescue Industry She Goes Out to Destroy.

The derelict destroyer Seneca, fresh from laurels won at the fountaining of the White Star liner Republic, started on last night to find and blow up the three masted barge reported by the Clyde liner Apache sunk about northeast of Barnegat directly in the course of coastwise steamships. The wreck is a new one and the name has not been discovered.

Capt. Reynolds of the Seneca sent by wireless to Sandy Hook last night this message: "We are anchored off Highlands for the night. We are going for the three masted down off Barnegat first thing in the morning."

MISS MORGAN FACTORY VISITOR

Under Delegation Samuel Prince's Guidance—Part of Civic Federation Work.

Miss Anne T. Morgan, daughter of J. Pierpont Morgan, who is a leading member of the women's department of the National Civic Federation, which some time ago planned a systematic inspection of factories and workshops, conferred yesterday at her home with ex-Assemblyman Samuel Prince, delegate of the Cigar Packers Union to the Central Federation Union, with a view to arranging a plan for a campaign against unsanitary factories.

Mr. Prince then took a committee of the women's department of the Civic Federation through a union factory in East Seventy-sixth street. The committee included among others Miss Caroline Shipp, Miss Gilman, Mrs. D. M. Evans, Mrs. E. Serran and Mrs. Cushing.

Five hundred cigarmakers are employed at this factory and according to Prince the visitors were well pleased with the arrangements of the workrooms, the sanitation, the provisions for the comfort of the workers and the wages and working hours.

EARNS HIS CITIZENSHIP.

Capt. Luck-Howard Gets His Final Papers Without Witnesses.

In admitting George Ernest Luck-Howard to full citizenship yesterday Judge Lacombe of the United States Circuit Court overruled the objections of the Government's attorney that the strict letter of the law required that a candidate for citizenship produce in court two witnesses to attest to his good moral character and general fitness. Capt. Luck-Howard had no witnesses at all, but he had what answered the purpose—several letters attesting to his good character and to a number of years service in the merchant marine of the United States.

Capt. Luck-Howard came up from Panama last Tuesday for the sole purpose of getting his final papers. He belongs to the Pilot Association and has been doing coast duty on the Isthmus since last March. Before going to Panama he had been in the Government's service for several years in the Philippines and in Cuba. He was born in Sydney, New South Wales. When the Spanish war broke out he entered the American navy in the quartermaster's department. From Cuba he went to the Philippines, where he commanded several revenue cutters.

320.75 TO LOUISVILLE, KY., & RETURN.

Pennsylvania Railroad. Tickets sold January 30, and February 1. Good returning until February 5. Consult Ticket Agents.—Ad.

THE OLD MAINE DECORATED

By the Men of the New-Touching Ceremony in the Harbor of Havana.

Special Cable Dispatch to THE SUN. HAVANA, Jan. 27.—Sailors from the battleship Maine decorated to-day the wreck of the old battleship Maine with flowers and long streamers of green tropical growths, while wreaths were placed on the anchor. A topmast was raised above the old fighting jib, which still projects forty feet from the water, and a flag at half mast was placed thereon.

Capt. Caperton of the Maine was in charge of the decorating. The movement, however, started among the crew of the new Maine, who asked Capt. Caperton's permission to pay a tribute to the dead of the old Maine.

The decorations are the prettiest ever placed on the wreck.

WASHINGTON, Jan. 27.—The President sent a message to Congress to-day approving a recommendation of Gov. Magoon of Cuba that the wreck of the Maine in Havana harbor be raised. The President asked that an appropriation be made for the purpose.

DR. BULL'S CANCER NOT CURED.

Physicians Deem It Best to Deny False Printed Stories.

This statement concerning Dr. William T. Bull's condition was issued last night:

Owing to the continued erroneous and misleading reports concerning Dr. Bull in certain newspaper articles and to the fact that these reports are arousing false hopes in the minds of many sufferers from cancer throughout the country it seems wise to issue the following statement:

Dr. Bull's general condition and the rheumatic complications have improved sufficiently to warrant his departure for the warmer climate of Savannah in the near future. The original growth which was the real cause of his illness has never been cured.

FRANCIS DELAFIELD, M. D.

JOSEPH E. BAKER, M. D.

NATHANIEL BOWDITCH POTTER, M. D.

JAS. T. SCHEUER DIES AT SEA.

Missing From the Steamship Princess Anne Yesterday Morning.

James T. Scheuer, formerly an importer in business in Broome street and at one time connected with the Stock Exchange firm of Asiel & Co. at 52 Broadway, sailed for Norfolk on Tuesday on the Old Dominion liner Princess Anne. He was going to Virginia Beach for his health. His secretary, William H. Dawes, accompanied him and occupied a stateroom next to his. Mr. Scheuer was missing yesterday morning while the ship was still at sea and is supposed to have been drowned.

Mr. Scheuer had suffered from nervous trouble for more than two years, and a year ago had an operation on his brain performed. There was a second operation on December 28 last at the German Hospital. He had been out of the hospital two weeks.

He was born in Cincinnati in 1882 and lived at 30 West Ninety-seventh street. He was survived by his mother, Mrs. Carl Scheuer, and by three brothers, Percy C., Arnold L. and Max G. Scheuer.

STRAWBERRIES, 2 CENTS EACH.

Mississippi Grower Ships Them Direct to Northern Consumers.

CRYSTAL SPRINGS, Miss., Jan. 27.—By count 15,000 strawberries were sent by express to rich people in Chicago, Cincinnati and New York by a local producer, who contracted several weeks ago for the delivery of his first crop direct to consumers at the rate of two cents a berry.

The fruit is the best ever produced here so early, being especially fine in flavor and size. This is the highest price ever received in this region.

SUIT OVER MECHANICAL FISHES.

Former Senator Reynolds and Andrew Mack Say the Fishes Were "Dead Ones."

Suit has been begun against former Senator William Reynolds and Andrew Mack, the comedian, in the County Court, Brooklyn, for failing to pay the Constantine Electrical Company \$1,000 for mechanical fish, warranted to swim. The defendants say that there was very little swim in any of the toys and that most of them were dead ones, turning on their backs or sinking to the bottom as soon as placed in water.

Mack, who at that time held a concession in Coney Island, ordered the fish, following experiments made with a German toy in Manhattan. The president of the contracting company, who was present at the demonstration, scoffed at the imported article and offered to turn out fish that would swim all day. Mack ordered a hundred at \$10 each and Senator Reynolds guaranteed payment.

The defendants assert that the contract was not fulfilled in that the fish were not up to requirements.

VESTRY BALKS AT BOXING.

Pastor Who Was Popular With Sunday School Boys Quits Church.

MILWAUKEE, Jan. 27.—Boxing gloves for Sunday school boys have brought about the resignation of the Rev. F. E. Alleyne, rector of St. Edmund's Episcopal Church.

The Rev. Mr. Alleyne was once an English naval lieutenant, and his deep sea stories were popular with his Sunday school boys. But the stock ran out and as the next best thing he hit upon boxing gloves. The gloves were bought, but after the boys had hammered each other for about a week members of the church objected. The congregation took sides and the disagreement resulted in a vestry meeting, at which the resignation was accepted, to take effect March 1.